



P9 CHALLENGE MOTORSPORT REGULATIONS 2025

P9 Challenge Sprint P9 Challenge Endurance

Approved with no. **SE 0X/2025** on **0x.0x.2025**

Series Status: P9 Challenge Club Members Restricted

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Preamble

The P9 Challenge Club has as its goal to support and promote amateur motorsport by organizing practice and qualifying events at the low-cost level.

The P9 Challenge Club offers its members a platform for all questions related to replacements, spares, repairs, extensions, and racing colours and thereby promotes the acquisition of technical and sporting experience.

The P9 Challenge Club promotes the preservation of vehicles pursuant to Group H national, E1 AMF, E1 FIA, E2 SH, CN and E2 SC FIA and mainly FIA Appendix K of the FIA Periods H1 to analog Period Z, (status 2016) for touring and sports cars and GT vehicles with the aim of contributing to the documentation of motorsport history.

The P9 Challenge Club promotes the common interests of competitive and GT sports fans, particularly the fostering of general camaraderie among its members through meetings as well as social and sporting motorsport events.

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1. General

These Motorsport Regulations apply for the promoter fischer sportpromotion GmbH, Gistlstrasse 103a, D-82049 Pullach, Germany. The promoter is obligated to announce the P9 Challenge event pursuant to the 2025 Motorsport Regulations and to refer thereto in the announcement documents. These Motorsport Regulations shall ensure the equality of opportunities for all participants and be valid for all P9 Challenge events as well as binding for its participants. No extrication team is required for the P9 Challenge. In the event of unforeseeable events, the series announcer can adjust the announcement, Regulations, and timetable.

The legal basis for these Motorsport Regulations are:

- The FIA International Sporting Code (ISG 2025 "International Restricted") incl. appendices
- The AMF National Sporting Code
- The current AMF Track Circuit Regulations
- P9 Challenge Motorsport Regulations 2025
- Announcements of the events with any changes and modifications

2. Participating Driver Status

Eligible participants are members of the P9 Challenge Club who possess for the year 2025 a valid international driver's license or a D1 event license (day license) pursuant to Art. 6.

Classification of the drivers entitled to participate:

Amateur Status: All drivers who are not subject to FIA classification and all drivers possessing FIA status BRONZE are considered amateur drivers.

Professional Status: all drivers possessing FIA status SILVER and higher are considered professional drivers.

Drivers possessing amateur status and drivers possessing professional status are permitted to participate in Sprint races.

The following driver teams are permitted to participate in Endurance races as:

Amateur Team (AM Team)

- 1 x driver possessing amateur status + 1 x driver possessing FIA BRONZE status
- 2 x drivers possessing amateur status
- 2 x drivers possessing FIA BRONZE status

and the following driver teams as

Professional Team (PRO AM Team)

- 1 x driver possessing amateur status + 1 x driver possessing professional status

The driver possessing professional status is given a time penalty. For details, see Item 17.

Membership starts with acceptance of the membership application by the promoter. Membership terminates at the end of the sport year, in case of death, resignation and / or suspension.

The promoter reserves the right to reject membership applications.

All license holders of European ASNs are entitled to participate and be scored for those races that count towards the circuit or Endurance trophy.

3. Registration, Car Pass

The forms that must be submitted for registration are "Registration Form for the 2025 P9 Challenge", the form "Safety Equipment Driver", the form "Safety Equipment Vehicle", car pass or the P9 Challenge car card. The car card or the car pass is part of the entry. The standard series safety standards apply. Safety devices pursuant to FIA Appendix J must be installed.

Every participant may only use one vehicle per event under one start number. The use of a replacement vehicle under the same start number is not possible during the event. If the maximum number of race participants has not been reached for the competition, a replacement vehicle may be entered upon consultation of the stewards. An entry fee is due for the replacement vehicle.

As a rule, the following shall apply: in case of doubt, the burden of proof remains with the participant.

The promoter is entitled to reject registrations at his own discretion. Registrations shall be processed in the order of receipt of payment.

4. Entry Fee

The prices are stated in Euros net plus VAT:

Competition	Single Entry *	Block Entry *	Block Entry Early Bookers * Payment received on or before 01/24/2025
P9 Challenge Sprint	€ 1,890	€ 9,890	€ 9,890
P9 Challenge Endurance	€ 1,890	€ 9,890	€ 9,890
P0 Sprint + Endurance	€ 3,590	€ 18,390	€ 17,390

4.1. Entry with Payment Procedure

The first closing date for entry is in each case 21 days prior to an event. Registration and entry is considered valid by submitting the complete entry documents and including receipt of payment. The organizer is entitled to confirm or also reject the entry. The entry fees will be reimbursed in the event of rejection. If payment is received after the first closing date for entries, an additional fee of € 200.00 net plus VAT is due for each entry. If the UID No./W-IdNr (Business Identification Number) is invalid, the amount payable plus VAT shall be charged. The maximum number of participants permitted depends on the respective specifications of the racetracks, see the current announcement in each case.

5. Driver's – Competitor's License

Physical submission of the license card is permitted and recommended as proof of possession of a valid license. Virtual proof of possession of a license card is also permitted in which case the holder of the license is responsible for the smooth provision of evidence (live login onto the website of the holder's ASN). In particular, archived screenshots, photographs, etc. are not considered evidence of a valid license.

Driver's and / or competitor's licenses with an international status are accepted.

Holders of a D1 day license are entitled to start. The day license is to be applied for from the holder's relevant ASN prior to the event. The promoter is responsible for derogations and dispensations. All license holders of FIA European ASNs are entitled to participate and be scored for those races that count towards the circuit or Endurance AMF trophy.

5.1. Calculation of the License Class

If a vehicle's power-to-weight ratio is higher than the permissible power-to-weight ratio pursuant to the driver's license class, the power-to-weight ratio can be reduced.

Calculating the vehicle weight taking the example of a Porsche 991 GT3 Cup GEN I in the license class IT-C Circuit:

Empty vehicle weight:	Porsche 991 GT3 Cup GEN I		1,195	kg
Fluids:	Fuel, coolants, brake fluid	+	90	kg
Driver complete:	Driver, helmet, undergarments, racing suit + shoes	+	95	kg
Total weight:			<u>1,380</u>	kg
Engine performance in hp:		./.	460	hp
Power-to-weight ratio kg per hp:			3.00	
License class new:	IT-D Circuit			

It is possible to change the power-to-weight ratio in all classes.

Following the successful reduction in performance, the vehicle is officially sealed and can be admitted to the start in its original class. The driver must achieve at least 5 results that are scored and can then advance to the next higher license class.

Application for a reduction in performance must be received by the P9 Challenge organizers at least 4 weeks prior to the desired use of the vehicle. Forms and documents are available from the P9 Challenge organizers.

5.2. License Categories by Vehicle (FIA)

License	Vehicles Circuit	kg/hp
IT-A	F 1 Type – LMP 1 – Hypercar	<= 1 kg / hp
IT-B	F 2 Type – LMP 2 – TC 1	1 – 2 kg / hp
IT-C-C	F 3 Type – LMP 3 – GT3 – TC 2 – AXSB RXSC / Historic HF1 / HF2 / HF5000 / Truck1	2 – 3 kg / hp
IT-D-C	F 4 Type – GT 4 – Sports – TC 3 / AXTC – RXTC Historic (Rest) – Truck 2 – Drifting D 1	>= 3 kg / hp

6. Accident Insurance

Holders of a valid driver's license are insured against accidents pursuant to the Automobile Sport Licensing Terms.

7. Vehicles and Classification

The following vehicles / vehicle types are eligible to participate in the P9 Challenge:

- GT Cup, TCR, GT4, GT3, GT2, LMP3 and Group C vehicles. Porsche and other manufacturers as well as comparable vehicles of Group H Group 5 and E2 SH

national, E1 AMF, E1 FIA, E2 SH and SC and vehicles pursuant to FIA Appendix K of FIA Periods H1 to Analog Period Z, (status 2016),

- CN, SCC+ LMP, since these vehicles (CN, SCC, LMP) have no homologation and are subject to the respective E-FIA Regulations.

A valid FIA car pass, a FIA HTP (Historic Technical Passport), an AMF car pass, or an AMF P0 car card or a national car pass is binding in all classes. The standard series safety standards apply. Safety devices pursuant to FIA Appendix J must be installed.

The promoter reserves the right to classify a vehicle whose class category is not clearly determinable, as belonging to the Gentlemen class or to exclude the competitors if safety requirements are not met. Results in the Gentlemen class (class 8) cannot be used for annual scoring and license upgrades. Formula vehicles are not authorized.

In the event there are fewer than 3 participants for the starting line-up in a class, the following class upgrades apply: drivers of class 2a are upgraded to 2b, 3a to 3b and 4a to 4b.

The promoter has the right to review the technical compliance of participating vehicles with the Regulations at any time. The promoter also has the right to have vehicles presented to the vehicle manufacturer at any time for examination of the technical homologation and to subject said vehicle to a thorough examination (scrutineering) or also to conduct said examination at the venue. In the event breaches of the rules are determined in the course of scrutineering, the respective participant / competitor shall assume all costs for the examination incl. transport costs. In addition, the stewards can decide to bar a participant / competitor from the competition.

Until all costs are paid, the promoter has the right to keep the participant's / competitor's vehicle.

Vehicles that do not comply with the Regulations or which are not released for the purpose of technical scrutineering can be excluded from the competitions. The entry fee or registration fee will not be refunded.

As a rule, the following shall apply: in case of doubt, the burden of proof remains with the participant.

8. Series Calendar

Venue	Date	Race Event
Red Bull Ring	Fri. 16 – Sun. 18 May 2025	FIA Zone CEZ
SPA	Sat. 31 May – Sun. 1 June 2025	Dutch SuperCarChallenge
Lausitzring	Fri. 13 – Sat. 14 June 2025	P9 Challenge raceweekend
Hockenheim	Fri. 25 – Sat. 26 July 2025	P9 Challenge raceweekend
Autodromo BRNO	Fri. 5 – Sun. 7 Sept. 2025	FIA Zone CEZ
Circuit Dijon-Prenois	Fri. 3 – Sun. 5 Oct. 2025	Dijon Motors Cup
Status 19 November 2024		

8.1. Schedule

The order of each event follows a schedule. The promoter reserves the right to change the schedules and to relocate or cancel individual races.

8.2. Private Practice and Tests

During the week of the respective events, participants are prohibited from driving the racetrack with a competition vehicle outside of the training times offered by the promoter. (Exception are official test days stipulated by the promoter or test sessions that may be booked at an event).

8.3. Order of the Competitions / RACE Format

Venue	Free training for Sprint	Qualifying for Sprint	Sprint races	Free training Endurance	Qualifying Endurance	Endurance races
Red Bull Ring	1 x 25 min	20/5/20 min	2 x 25 min		14/2/14 min	1 x 60 min + 1 lap
SPA	1 x 45 min	1 x 20 min	25 SP1/10Pit/25 Sp2	1 x 40 min	20 min	1 x 60 min
Lausitzring	1 x 25 min	2 x 20 min	2 x 30min		15/5/15 min	1 x 60 min
Hockenheim	2 x 25 min	1 x 20 min	2 x 30 min		15/5/15 min	1 x 60 min
BRNO	1 x 25 min	2 x 20 min	2 x 25 min		15/15 min	1 x 60 min + 1 lap
Circuit de Dijon	2 x 20 min	1 x 20 min	2 x 30 min		15/5/15 min	1 x 60 min

9. Drivers' Meeting

All drivers are obligated to attend the drivers' meeting. A penalty of € 100, payable to the AMF, will be levied for non-attendance.

10. Execution of the P9 Challenge "Sprint"

The P9 Challenge Sprint race consists of free training, qualifying and two Sprint races. These are scored individually. To be rated, the participant must have completed at least 75% of the driving time of the first competitor in the class. Time keeping is incumbent upon the promoter. For timing, see item 8.3.

At SPA, the two Sprint races are held in a time slot. The following applies: the first 25 minutes of the time slot are the first Sprint race. This is followed by a 10-minute pit stop. The remaining driving time of 25 minutes is scored as the second Sprint race.

11. Execution of the P9 Challenge 1h "Endurance"

The P9 Challenge Endurance race consists of a qualifying and a long-distance race. The free training for the Sprint races can also be used for the Endurance race and may be booked at an additional charge. One and/or two drivers are permitted. To be rated, the participant(s) must have completed at least 75% of the driving time of the first competitor in the class. Time keeping is incumbent upon the promoter. For timing, see Item 8.3

Qualifying given entry of one driver:

The driver named at the closing of entries for the Endurance race shall drive the qualifying.

Qualifying given entry of two drivers:

Each driver entered at the closing of entries for the Endurance race must drive part of the qualifying. The driver with the best time will be used for the starting grid and then drives the start of the race.

Pit stop:

Every participant must make a mandatory pit stop between the 25th and the 35th race minute (not to start before 25 minutes 00 seconds and not after 34 minutes and 59 seconds). The mandatory pit stop is 120 seconds. The ProAm team is given a time penalty as an extension of the pit stop pursuant to Item 17. Only full seconds are used for the rating. The full second on entry and the second at exit from the pit. Time starts to run as soon as the PIT IN line is passed and ends at the PIT OUT line. The “professional” on a Pro Am team may only drive a maximum of 50% of the time that is scored.

The maximum top speed in the pit lane is 60 km/h.

The pit stop must be made at the box assigned to the participant. A maximum of 2 mechanics / assistants and one of the drivers are permitted per vehicle. Once the vehicle has come to a standstill, the engine must be switched off. Tyre changes are permitted during the mandatory pit stop. The pit stop must not take place during an interruption of the race.

A time penalty will be imposed for cutting short the mandatory pit stop amounting to 5 penalty seconds and 60 additional seconds for each second under the mandatory pit stop time. A time penalty of 30 seconds will be imposed for performing unauthorized work on the vehicle, more than two assistants at the vehicle, failing to comply with the mandatory pit stop time window as well as exceeding and/or failing to maintain the maximum/minimum passing through speed. Vehicles that do not make the mandatory pit stop will be disqualified.

After 60 minutes, once the overall leader has passed the finish line, the Clerk of the Course ends the race by waving down the leader. All following participants are also waved down. If the P9 Challenge Endurance race is held as part of a long-distance race of longer than 60 minutes duration, information regarding the end of the race shall be displayed by means of a board or the completed driving time.

Team mechanics are required to wear armbands (fluorescent colour), sturdy shoes and long pants.

11.1. Fuelling Regulations and Safety Car for “Endurance”

The fuelling and safety car regulations shall generally comply with the valid FIA Regulations as well as the respective event announcement.

Fuelling is not permitted. By applying in writing stating the reason, the event organizer in consultation with the race organizer may permit refuelling. Refuelling is only permitted in the designated refuelling zone. Only one approved fuel bottle with a maximum capacity of 25 litres may be used for refuelling. A team member carrying a fire extinguisher with a minimum capacity of 6kg must be in attendance and ready to extinguish any fire. It must be ensured that the car, prior to and during fuelling, has all wheels on the ground, the engine switched off and that no other work is performed on the car.

All team members must be equipped with fire-resistant clothing (racing overalls, undergarments, gloves, socks, masks or balaclavas and protective goggles).

Stopping outside of the box assigned to the vehicle is prohibited.

12. Starting Line-up “Sprint” and “Endurance”

The pit lane is opened 10 minutes prior to start by means of a green light and signal and is closed 5 minutes later by a red light. It is not permitted to drive through the pit lane again. Participants who fail to leave the pit lane for the starting grid in due time must make a late start from the pit lane.

The starting grid for race 1 is determined based on the measured qualifying time from qualifying training 1, and the starting grid for race 2 is based driving time clocked during the qualifying 2 as set forth under item 9.3. This is based on the best time of the participant in each case.

As soon as the vehicle reaches its start position, the engine must be switched off.

12.1. Starting Procedure on the Track

- 5 minutes board
- 3 minutes board: wheels on the ground, assistants and officials clear the starting grid, one assistant per vehicle is permitted to remain
- 1 minute board: start engines, all assistants leave the starting grid
- Green flag: start of the formation lap

12.2. Starting Procedure from the Pre-start (the Heinz W. Start)

The prestart opens 30 minutes prior to the start of scoring. Vehicles are given their starting positions based on the qualifying results 1 as set forth under Item 9.3. The pre-start closes after 25 minutes. Participants who fail to drive to the starting grid in time must start from the pit lane. The formation lap begins with the green flag at the end of the pit lane. This start procedure is only used in exceptional cases and shall be communicated accordingly in the drivers' meeting as needed.

13. Scoring Start (Flying Start) / Scoring End

The start of the race begins as a so-called “Flying Start”. When the green flag or green light is shown, participants start the warm-up / formation lap behind the leading car. Falling back and practicing starts are forbidden, and the racing director may impose a penalty. Once the leading car has cut out, the pole setter takes over the field. The pole setter drives at a uniform speed until the start is released. As they approach the starting line, the remaining vehicles must maintain a uniform speed in an orderly and closed, parallel formation in two rows led by the vehicle in pole position. All vehicles must driver over the start boxes marked on their side of the track from the beginning as the start corridor. The race is started by the light switching from red to green or by a rapid lowering of the national flag. If the light remains red, the start is not on, and participants must pass the red light (red flag) and drive another lap and assume their original start positions in the line again.

Scoring for each vehicle begins as soon as the Race Director releases the start by signal or flag (video monitoring).

The winner is the driver who has completed the highest number of laps after expiration of the time or, in the event drivers have the same number of laps, who first crossed the finish line. The Race Director signals the end of the Sprint race with the finish flag.

14. Parc fermé

The parc fermé regulations apply for all classification rounds. Vehicles of flagged down participants shall be driven to and parked in the so-called parc fermé in accordance with the steward's instructions. Vehicles that participated in the qualifying rounds and/or Sprint /Endurance races, but which did not cross the finish line and/or cannot reach the parc fermé under their own power are also subject to the parc fermé regulations. It shall be the participant's sole responsibility to ensure that the vehicle is brought to the parc fermé on time. The areas designated as parc fermé can include both drivers paddock and the boxes as well as specially designated free areas. The stewards are responsible for the precise rules and said rules shall be announced by means of implementation or at the drivers meeting.

15. Pit Lane/ Drivers' Paddock

The max. speed to be driven in the pit lane is 60 kmh. A penalty in the amount of € 20.00 will be levied on the first infringement for very km over the speed limit. A second infringement will result in a penalty of € 50.00 for every km over the speed limit. The speed is measured by a steward.

Persons under 14 years of age as well as dogs (animals) are not allowed in the pit lane. No open footwear (e.g. flip-flops) is allowed in the pit lanes.

At the beginning of and during an event, all team vehicles in the drivers' paddock must be clean, in good condition and lined up in good order.

16. Event Scoring for the P9 Challenge "Sprint"

The results of the Sprint races are scored and awarded as separate single races. At least 3 participants are required for a class scoring. If the minimum number of participants is not met, participants will be assigned to the next higher or stipulated class. In the annual scoring, these points can be factored into the original class. Vehicles moved to a higher class may accept modifications of the corresponding class. In the event of a change in class during the season, points scored may not be transferred into another class. The first 3 places in each class receive a cup. Contestants in the Gentlemen class have no entitlement to points, scoring and podium.

The awards ceremony is part of the event and attendance is mandatory. No claim to cups and/or honorary prizes exists in the event of unexcused non-attendance of the awards ceremony.

16.1. Event Scoring for the P9 Challenge "Endurance"

The results of the Endurance races are scored and awarded as a team. Each driver in the race receives the same points. Driver hopping to a different vehicle is not permitted. At least 3 participants are required for a class scoring. If the minimum number of participants is not met, participants will be assigned to the next higher or stipulated class. In the annual scoring, these points can be factored into the original class. Vehicles moved to a higher class may accept modifications of the corresponding class. In the event of a change in class during the season, points scored may not be transferred into another class. The first 3 places in each class receive a cup. Contestants in the Gentlemen class have no entitlement to points, scoring and podium.

The awards ceremony is part of the event and attendance is mandatory. No claim to cups and/or honorary prizes exists in the event of unexcused non-attendance of the awards ceremony.

16.2. Team Scoring of the P9 Challenge “Sprint” and “Endurance”

In team scoring, all points scored by the drivers of a team in the Sprint and Endurance races are added together. The team with the highest number of points is the winner of the weekend’s team scoring.

16.3. Scoring Table P9 Challenge “Sprint” and “Endurance”

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	10	15,34	17	18	18,66	19,14	19,50	19,78	20	20,18	20,34	20,46	20,58	20,66	20,76
2		8,66	12	14	15,34	16,28	17,00	17,56	18	18,36	18,66	18,92	19,14	19,34	19,50
3			7	10	12	13,42	14,50	15,34	16	16,54	17,00	17,38	17,72	18,00	18,26
4				6	8,66	10,58	12	13,12	14	14,72	15,34	15,84	16,28	16,66	17,00
5					5,34	7,22	9,50	10,88	12	12,90	13,66	14,30	14,86	15,34	15,76
6						4,86	7,00	8,66	10	11,10	12,00	12,76	13,42	14,00	14,50
7							4,50	6,44	8	9,28	10,34	11,24	12,00	12,66	13,26
8								4,22	6	7,46	8,66	9,70	10,58	11,34	12,00
9									4	4,40	7,00	8,16	9,14	10,00	10,76
10										3,82	5,34	6,62	7,72	8,66	9,50
11											3,66	5,08	6,28	7,34	8,26
12												3,54	4,86	6	7,00
13													3,42	4,66	5,76
14														3,34	4,50
15															3,26

Additional points:

Every participant with the fastest qualifying lap 1 and/or 2 in the class receives one additional scoring point in each case if at least 3 participants start.

For participation in the events Lausitzring, Hockenheim and the last event of the sporting year, the driver receives an additional 50% in addition to his scoring points.

17. Verrechnungszeiten zur Fahrereinstufung PRO Fahrer der P9-challenge „Sprint“ und „Endurance“

Prior to every event, the time penalties are set for drivers possessing professional status. The time penalties depend on the race duration and the length of the circuit (for every 30 minutes of driving time this equals a time penalty between 35 and 45 sec). The set time penalties are published in the form of bulletins. The setting of time penalties as well as driver classification is incumbent upon the organizer.

For Sprint races, the time penalties are added to the total driving time. For Endurance races, the time penalties are added to the pit stop time.

18. Year-end Scoring of the P9 Challenge “Sprint”

The basis for the P9 Challenge “Sprint” year-end scoring is the individual scoring runs of all P9 Challenge “Sprint” events in 2025. Points are awarded based on the P9 Challenge scoring table 2025 under Item 16.3.

The winner is the driver with the highest number of points. In case of a tie, the majority of the better placements decides. If there is still a tie, the better result of the last race scored is taken. For class changes which were not made due to the minimum number of participants rule, it is not possible to transfer points to another class.

19. Year-end Scoring of the P9 Challenge “Endurance”

The basis for the P9 Challenge “Endurance” year-end scoring is the individual scoring runs of all P9 Challenge “Endurance” events in 2025. Points are awarded based on the P9 Challenge scoring table 2025 under Item 16.3.

The winner is the driver with the highest number of points. In case of a tie, the majority of the better placements decides. If there is still a tie, the better result of the last race scored is taken. For class changes which were not made due to the minimum number of participants rule, it is not possible to transfer points to another class.

20. Team Scoring of the P9 Challenge “Sprint” and “Endurance”

The basis of the P9 Challenge “Team Year-end Scoring” is the events of all drivers on a team. All points scored both in the Sprint as well as the Endurance competitions are added together for each start number. The team with the highest number of points wins the annual team scoring. Points are awarded based on the P9 Challenge scoring table 2025 under Item 16.3.

21. AMF Award Ceremony – Overall Winner 2025

Within the framework of their annual event to honour the Austrian national champions, the AMF honours the “P9 Challenge 2025” overall winners in Sprint and Endurance scoring. The overall winners are the drivers who have scored the highest number of points per discipline. The 3 first place winners receive cups at the annual year-end party 2025.

NEW: AMF Award Circuit Cup 2025 and Endurance Cup 2025

(Conditions see [/www.austria-motorsport.at/reglements_auto_motorrad_kart](http://www.austria-motorsport.at/reglements_auto_motorrad_kart))

All participants of the P9 Challenge are automatically also rated for the AMF cup competitions for the circuit cup and the Endurance Cup if their vehicles comply with the respective technical regulations.

22. Driving Discipline

Dangerous passing and braking maneuvers, reckless driving, accidents, etc. must be avoided and will be reported to the Race Directors and can be punished with exclusion from scoring.

As a general rule, Section 4 of Appendix L of the International Sporting Code apply.

23. Infringements against the Motorsport Regulations

Drivers / competitors who knowingly drive their vehicles or use them in practice/performance races in a condition that does not comply with the information stated on the entry form and/or the car pass or refuse to subject their vehicles to technical inspection (scrutineering) may – notwithstanding exclusion from scoring – be penalized by the permanent stewards or by the AMF sports court.

Any infringement of the technical Regulations from which the driver or participant draws or could draw a competitive advantage is to be penalized at least with disqualification / exclusion from the daily scoring, will be made public, and can be punished by additional sport fines, e.g.:

- Forfeiture of all daily or annual scoring points
- A fine in the amount of at least € 350 payable to the AMF
- Barring from the P9 Challenge events for a period of time (max. 30 days)

The right to impose other penalties over and above those imposed by the AMF/FIA is reserved. The permanent stewards are entitled to disqualify vehicles in contravention of the Regulations without lodging a formal protest.

For irregularities related to the general terms of the AMF for championship type races of the AMF, the following shall also apply:

An infringement that is final and absolute of a driver/ entrant and which has been punished with disqualification or suspension in a championship type race of the AMF can be considered in the scoring of the relevant race as follows, if said infringement was stipulated in the series announcement.

- No points will be given for the first infringement in the current season
- For the second infringement in said season, the driver shall be disqualified from the relevant scoring of the championship type AMF competition.

The affected driver /entrant must be informed in writing of a corresponding decision at the same time as the decision is announced regarding disqualification /suspension and must correspondingly be instructed of the driver's right to appeal. The right of the disqualified / suspended driver /entrant to appeal to the national appellate court is not affected hereby.

24. Penalty Catalogue (Minimum Fines)

Penalties are levied in time and fines. There are no drive-through penalties with the exception of drive-through penalties at events that fall under the auspices of ÖM or CEZ competitions.

The stewards decide the penalties levied as time or finds linked to the disregard of flagged signals, yellow, red, finish flag: for free training and qualifying.

Non-attendance of the drivers' briefing: € 100.00

First exceeding of the speed limit pit lane, paddock: € 20.00 per km over the speed limit

Second exceeding of the speed limit pit lane, paddock: € 50.00 per km over the speed limit

The AMF has set no upper limit on the amount of penalty. The event's stewards determine and set the penalties which are payable immediately to the AMF.

Disturbing the peace at night: € 500.00 minimum to be paid to the circuit

The circuit operator or the promoter shall pass on additional costs specifically for:

- Excessive contamination / discharge / pollution, leaving tyres, combustibles and lubricants, brake or body parts etc. at the venue
- Failure to keep the peace at night and disturbing the peace

25. Protests

As a rule, protest can be lodged up to 30 minutes after posting of the results. The right to protest and protest deadlines of the respective ASN apply.

On conclusion of the protest process, the respective unsuccessful party shall bear all costs, in particular costs of disassembly and assembly. The permanent stewards or AMF shall decide the costs.

The protest fee is € 300.

Regulations governing protest and appeal follow the respective event ASN. In the event of an international appeal, the FIA ISG applies. The appeal fee is € 900.

26. Rights of the Promoter and the P9 Challenge / Advertising

The promoter of the P9 Challenge reserves the right to make any changes deemed necessary due to force majeure, for safety reasons, due to official regulations, to maintain equality of opportunity, to preserve the attractiveness of the series, any necessary changes specifically of the advertisement, schedule, terms of execution, the Motorsport Regulations, and also to cancel events. Claims for damages due to these types of measures are excluded.

26.1. Rights of the Promoter - Vehicle Advertising

The promoter has the right to affix his own markings or markings of partners on surfaces of participating vehicles in the form of corresponding stickers. Said stickers must be left in place during the entire event (see marking schedule). Competing manufacturers (sponsors) are not permitted. A penalty in the amount of double the starting fee is due if a participant rejects the series sponsors or fails to adhere to the marking schedule as stipulated. Non-compliance shall result in disqualification by the stewards.

26.2. TV-Rechte / Werbe- und Fernsehrechte

All copyrights and image rights are reserved by the P9 series organizer, including images shown in television broadcast of the P9 race(s). All TV rights of the P9 series both to terrestrial transmission as well as to cable and satellite television broadcast, all video rights and all rights to the exploitation by all electronic media, including the internet, are held by the P9 series organizer. Without the written consent of the P9 series organizer, every kind of recording, broadcast, re-run or reproduction for commercial purposes is prohibited.

Participants expressly agree that all of their image and advertising rights in conjunction with entry in the P9 Challenge may be used free-of-charge by the organizer even beyond the year 2025 to market the series.

26.3. Camera Images from Inside the Vehicle

All vehicles with built-in camera in or on the vehicle must be registered with the series organization. It is strictly prohibited to disseminate or post online in any medium any recordings or images containing crashes or accidents without the written consent of the P9 series organizer. On request, the camera or its storage medium are to be handed over to the P9 Challenge organization or the stewards.

27. Disputes

To the extent that claims are asserted against the promoter or the P9 Challenge, the place of jurisdiction is stipulated as Munich, Germany, and said venue is to be agreed to by each participant in writing within the meaning of Item 28 "General Contractual Declaration of the Participants" (see below) stating the entry. The legal relationship between the promoters / organizers on the one hand and the participants on the other is governed exclusively by German law.

28. General Contractual Declarations of Participants

28.1. Exclusion of liability for announcement

Participants understand and are familiar with all risks and dangers of motorsport and fully accept them. If a participant should be injured during an event, he expressly declares with the submission of his entry form for said event that he approves of all medical treatment, rescue and transport to hospital or another emergency facility. All these measures will be taken by personnel assigned for this purpose by the promoter as well as to the best of their knowledge of and according to their assessment of the participant's condition. Participants agree to assume all associated costs provided said costs are not covered by the license accident insurance or other insurance policies.

Participants waive all direct and indirect claims for damages against the AMF; its officials, the promoter, organizer, or racetrack owner, as well as all other persons or clubs associated with the event (including all officials and agencies or organizations issuing permits / licenses for the event) as well as entrants and drivers, collectively referred to as "Parties" for themselves and their legal successors thus also for every insurance company with which they may have possibly concluded additional policies.

Through the submission of their entry form for this event, participants declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, actions

and/or proceedings which could be employed by them or on their behalf against the "Parties". This is in conjunction with injuries, losses, damages, claims, costs and/or expenses (including attorney's fees) which accrue for participants due to an incident or accident within the framework of this event. Participants irrevocably declare by means of the submission of their entry form for this event that they permanently discharge, release, relieve, protect and indemnify the "Parties" from liability for such losses.

Participants declare with submission of their entry form for this event that they understand the full significance and impact of this declaration and agreement, that they enter into these obligations of their own free will and thus irrevocably waive every right to action due to claims against the "Parties" to the extent that said waiving is admissible under Austrian law.

The participants waive for themselves and their legal successors at any rate vis-à-vis the "Parties" thus in particular vis-à-vis the AMF, its officials, the promoter, organizer, or racetrack owner or the agencies or organizations issuing permits/licenses for this event all claims related to damages of any kind associated with the typical sports risk, in particular to all typical and foreseeable damages. This also applies to the case of slight negligence of the "Parties".

28.2. Arbitration Agreement

All disputes between participants and the AMF or its officials as well as between the AMF and their officials with the promoter or organizer for cases of damage (personal injury, damage to property, financial losses) in conjunction with this motorsport event, practice sessions or race are to be decided finally by an arbitral tribunal under exclusion of the court of general jurisdiction.

The arbitral tribunal consists of three arbitrators, namely the umpire and two assessors. The umpire must be an attorney or former judge and experienced in liability issues in conjunction with motorsports.

Each party shall nominate one assessor within two weeks of announcement of the intention to initiate a request for arbitration. If the dispute is referred by several claimants or is an action against several respondents, the appointment of the arbitrator is undertaken by mutual consent between the disputing parties. The assessors select the umpire. If they are unable to agree on an umpire within two weeks, the umpire is to be appointed at the request of one of the assessors in consideration of item b) by the President of the Bar Association of Vienna. The assessors can by mutual agreement replace an umpire so appointed with another umpire at any time.

If a party fails to designate his assessor within two weeks after receipt of a written request to do so by the opposing party, or if several co-parties cannot agree on an assessor within this deadline, the assessor shall be appointed at the request of the other party by the President of the Bar Association of Vienna. This shall also apply if an assessor vacates the office, and the affected party fails to designate a successor within two weeks.

If an arbitrator does not accept the office, refuses or improperly delays the exercise of the function or becomes unable to act, the aforementioned shall apply mutatis mutandis for the substitute appointment. At the same time, the affected arbitrator shall be recalled.

The arbitral tribunal as a rule has the freedom to organize its proceedings under consideration of the subsidiary legal provisions. The arbitral tribunal meets in Vienna. The arbitral tribunal can investigate the circumstances it deems necessary to clarify the facts of the case even without a motion and to collect evidence.

The arbitral tribunal makes decisions by simple majority vote. The arbitration award shall be thoroughly substantiated. The arbitral tribunal shall also decide who will bear the costs both of the arbitration proceedings as well as of legal representation. The arbitrators shall be compensated pursuant to the provisions of the Austrian attorney's fee schedule.

The arbitral tribunal shall also be entitled excluding courts of law to issue injunctions provided the opposing party was previously given the opportunity to comment. An injunction may also be cancelled by application in the event of major changes in circumstances.

28.3. Sport Jurisdiction

The sport jurisdiction shall not be affected by this arbitration agreement.

29. Technical Regulations

Everything not expressly permitted by these Regulations shall be prohibited. Permitted changes may not entail any unauthorized changes.

29.1. Balance of Performance (BoP)

The list of BoP vehicles as well as the Balance of Performance (BoP) power-to-weight ratio are not final and can be adapted during the event year at any time.

29.1.1. Classification with Technical Principles

- Class 1, see **Appendix 1**
- Class 2a + 2b, see **Appendix 2**
- Class 3a + 3b, see **Appendix 3**
- Class 4a + 4b, see **Appendix 4**
- Class 5, see **Appendix 5**
- Class 6, see **Appendix 6**
- Class 7, see **Appendix 7**
- Class 8 see **Appendix 8**

29.2. Engine Status

No restrictions for the engine, provided it is a basic engine of type / model of the series vehicle or the homologation.

29.3. Exhaust System

The exhaust system is stipulated in the classes. All catalytic converters must meet DMSB regulations for events which fall under DMSB control and authority.

If the promoter's announcement or the Regulations of the race track operator contain deviating requirements, said requirements shall apply.

Measurements are determined using the A-weighted sound power level procedure and the 100 db(A) sound pressure level procedure. This noise value is determined by means of the AMF near-field measurement method. The current AMF noise regulations must be observed.

29.4. Clutch

No restrictions for driver disk and clutch pressure plate. The modification of a dual-weighted flywheel to a rigid flywheel is permitted. There are no restrictions for the flywheel, the type, the number (max. 5 disks) and the diameter of the clutch plates.

29.5. Brakes

No restrictions on the brake pads as well as the type of brake cooling. No restrictions for the brake system; however, it must be a dual-circuit system. The brake disks must be made of a metallic material. (Exception: For class 7 and 8 PCCB from Porsche, ceramic carbon and carbon brake disks are also approved). Retrofitting of ABS is not restricted.

29.6. Chassis

Reinforcement braces front and back are permitted for all classes between the upper wheel suspension attachment points (shock absorber dome). Max. two fixing holes allowed per attachment side. The mounting of the chassis with Uniball bearings and suspension with dampers is governed under Item 29.2 depending on the class.

29.7. Gearbox

No restrictions for the gearbox. Number of gears and transmission ratios are governed by the classification (Item 29.2). A mechanical double-declutch linkage and upgrade to a paddle gearshift assembly are allowed for sequential gearboxes as of class 2 and higher.

29.8. Differential Lock

In accordance with the classification

29.9. Tyres, Rims, Valves, and Valve Caps

Permitted: racing tyres: dry weather slicks and wet weather slicks. Rims. No restrictions on make and type of rim. Only double hump rims made of a metallic material may be used. It is not permitted to carry a spare tyre. The preheating of tyres is permitted.

All mechanical and chemical treatment of tyres is prohibited.

Metal valves with metal valve caps are mandatory when driving on the racetrack.

29.10. Mandatory Brand

Only Michelin brand slicks marked by the technical stewards of the P9 Challenge may be used for the Sprint and Endurance races including the qualifying races. The tyres may only be purchased from our exclusive P9 Challenge service partner 4R Motorsport GmbH, Richard Rank. Rain tyres may be purchased from any source.

For an additional charge in the amount of 50% of the entry fee, a set of tyres from another manufacturer may be used for each Sprint and each Endurance race. These tyres are to be marked by the technical stewards of the P9 Challenge. Only commercially available tyres are permitted; so-called "vignette" or marked tyres (possessing certain features and modifications) are not permitted.

Class 8 participants are free to select the tyre brand on one of the event weekends in 2025.

29.11. Body

Non-standard body parts and widening are only permitted to the extent that said changes comply with FIA Appendix J.

29.12. Steering

No restrictions for the steering wheel. No restrictions on the type of power steering.

29.13. Vehicle Weight

The vehicle weight (without driver) stated on the registration form may not be fallen short of at any time during the event. The minimum weight depending on the class is defined in Item 29.2. When weight is added, the ballast must consist of solid elements and bolted by means of tools to the floor of the passenger compartment in such a way that it will withstand an acceleration or deceleration of min. 25 g (gravity acceleration). A simple means of sealing must be provided.

29.14. Fuel

Only commercial unleaded fuel may be used pursuant to the International Sporting Code (ISG = Internationales Sportgesetz) Appendix J. All other additives are prohibited. Every vehicle must have at least 1 litre of fuel in its tank at any point in time for a fuel sample.

29.15. Fuel Tank

Effective 01/01/2025 safety fuel tanks compliant to FIA standard FT3-1999/FT3.5-1999 or FT5/1999 are prescribed provided a tank other than the series fuel tank is used or the position of the series fuel tank was changed. Vehicles already equipped with a safety fuel tank must meet the test specification and be fitted with a FIA-approved non-return valve in the fuel filler pipe pursuant to Art. 253.2. If the series tank is used, filling with Explosafe is mandatory.

29.16. Aerodynamics / Spoilers

Aerodynamic aids must not follow the body contour neither from a top nor a side aspect. However, from the front aspect, the aerodynamic aids may not project above the contour of the vehicle; they must lie within the frontal projection (possibly with fender extensions). Exceptions are aerodynamic aids used on the basic model. Aerodynamic aids on the front of the vehicle may not project more than 10% from the wheelbase, measured from the front edge of the body, and not more than a maximum of 20 cm over the edge of the body. Aerodynamic aids on the rear of the vehicle may not project beyond more than 20% of the wheelbase measured from the back edge of the body, and not more than a maximum of 40 cm over the back edge of the body. Series spoilers may be removed. The Gurney Flap made of plastic is permitted.

30. Safety Equipment for the Driver

- Protective helmet, valid test standards - see FIA list 25.
- Racing suit (overalls) suit, undergarments (with long arms and legs), balaclavas, socks, shoes, and gloves pursuant to the valid FIA standard 8856-2000 (with FIA hologram) or 8856-2018.
- FHR systems: Use of FHR systems pursuant to FIA Appendix L is mandatory. Exclusive use of FIA homologation parts in compliance with specifications pursuant to the FIA FHR Manual in the current version. It is the exclusive responsibility of the participants and not the promoter to make the necessary modifications of the driver equipment for the use of FHR systems and their installation in the vehicle.

31. Safety Equipment for Vehicles

- **Towing eyes/devices:** Vehicles must be equipped with a sufficiently dimensioned towing eye/device in front and back and marked in the colour red, yellow, or orange (in compliance with Art. 253).

- **Windscreen:** All vehicles must be equipped with a laminated glass windscreen. Alternatively, a windscreen made of a sheet of at least 5 mm thick polycarbonate is permitted.
- **Exterior rear-view mirrors:** One exterior rear view mirror each must be mounted on the right and left side of the vehicle. The minimum surface area per mirror is 90 cm². A template measuring 6 x 5 cm must be able to be placed in each mirror.
- **Rollover cage:** A rollover cage in accordance with FIA / AMF / DMSB is mandatory (proof manufacturer certificate). Protective padding must be mounted in the area around the driver's head. FIA Homologation Standard 8857-2001 Type A
- **Seat:** Sport or racing seats are permitted; they must comply with FIA standard 8855-1999 (valid 5 years as of the date of manufacture) or 8862-2021 (valid 10 years as of the date of manufacture) or 8862-2009 (valid 10 years as of the date of manufacture) and have a valid FIA homologation in accordance with Appendix J Art. 253.16.
- **Fire extinguisher:** All vehicles must be equipped with a fire extinguisher. Permitted extinguishing agents and their minimum amounts are: standard powder 4.0 kg or AFFF 2.4 litre, or Zero 360 (gas) 2.0 kg. A fire extinguisher system is recommended that complies with FIA Art. 253.7. The volume may be distributed between a maximum of two containers. AFFF fire extinguishers must also be equipped with a system that allows the pressure of the contents to be determined. The following information must also be visible on every extinguisher: volumetric capacity, type of extinguishing agent, weight or volume of the extinguishing agent, date of inspection of the extinguisher. The date of the last inspection may not be longer than 2 years in the past. The fire extinguisher is to be mounted in such a way that it will withstand a deceleration of 25 g. Only quick-release fasteners made of metal strips (at least two) are permitted for the mounts.
- **Fire protection:** The standard liquid-tight, flame-retardant protective walls may not be modified between the engine bay and passenger cell as well as between the passenger cell and fuel container.
- **Circuit breaker:** A circuit breaker system is compulsory pursuant to FIA Art. 253.13 Appendix J.
- **Safety belt:** At least one 6-point belt is compulsory. FIA standard 8853-2016. The homologation number and the label "not valid after this date" apply.
- **Hood fasteners:** Hood fasteners for engine compartment lid and boot lid are permitted in accordance with FIA Regulations.
- **Door nets:** Nets FIA Appendix J Art 253.11.2. The use of nets attached to the roll cage is mandatory during competitions on circuits. These nets must include the following features:
 - Minimum width of the straps 19 mm,
 - Minimum size of net mesh 25 x 25 mm,
 - Maximum size of mesh 60 x 60 mm

and must close the window aperture to the centre of the steering wheel. The window net on the driver's side is mandatory, and it is recommended that it extend to the middle of the vehicle.

32. Index to Appendices

Appendix 1: BoP Class 1

Appendix 2: BoP Class 2a + 2b

Appendix 3: BoP Class 3a + 3b

Appendix 4: BoP Class 4a + 4b

Appendix 5: BoP Class 5

Appendix 6: BoP Class 6a

Appendix 7: BoP Class 7

Appendix 8: BoP Class 8

33. Validity of the Regulations

The Regulations are valid for 1 year until 31 December 2025

Approved

in conjunction with AMF letter dated 30.01.2025

Registration no. SE 06 / 2025

Österreichischer Automobil-, Motorrad- und Touring Club

Oberste Nationale Sportkommission für den Motorsport

The President

Prof. Dr. Harald Hertz